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ROSTENKOWSKI WAITING FOR REPUBLICAN SIGNAL ON AVIATION TAX BILL

The chairman of the House Ways and Means Committee indicated last week that he plans to take no action on proposed legislation to modify aviation fuel and ticket taxes unless the Reagan Administration modifies its proposal for sharply higher aviation taxes or acts to win support for higher taxes from Republican members of the committee.

Rep. Dan Rostenkowski (D-Ill.), chairman of the Ways and Means Committee, and Rep. Barber Conable (R-N.Y.), the ranking minority member of the committee, introduced H.R. 4800 last October *(BA, Oct. 26/129)*. That bill, described as a compromise measure, would establish a 12-cent per gallon tax on both noncommercial aviation gasoline and jet fuel, retain the current five percent passenger ticket tax, reinstate the freight waybill tax at five percent and boost the international departure tax to $5. Despite two hearings on aviation taxes by the committee last year, there was never any action on either the Administration's proposal—which would boost fuel taxes to 36 cents per gallon for avgas and 65 cents for jet fuel by 1985—or H.R. 4800. Discussion during those committee sessions indicated a wide difference of opinion among members about the appropriate level of taxes *(BA, Nov. 2/142)*.

During a luncheon speech at the National Press Club last week, Rostenkowski was asked about the delay on new tax legislation and what he is doing about it. He said only one Republican on the committee—Conable—expressed support for H.R. 4800. He noted that while the Reagan Adminstration is espousing sharply higher taxes on aviation, a number of Republican committee members are advocating levels even lower than those proposed in H.R. 4800. Rostenkowski said he does not want to see the Aviation Trust Fund "get into insolvency," but added that the Reagan Administration should not expect Democrats to support a program for increased taxes that even Republican members of Congress do not agree with. Rostenkowski said, "What am I doing?—I'm waiting for some initiative from either the White House or the Treasury Department," indicating that until that happens the committee will take no action on the matter.

Although the expiration of previous legislation—and resulting reduction or suspension of taxes—has reduced taxes paid by some segments of the aviation industry, some industry lobbyists want to see new legislation enacted as soon as possible. Until a new tax measure is approved and new Airport Development Aid Program (ADAP) legislation is passed, FAA is unable to incur any new obligations for airport improvement programs. Funds for grants previously approved will continue to be paid, however, resulting in a reduction in the trust fund balance because no new tax revenues are coming into the fund. In addition, FAA will continue to use money currently in the trust fund and incur new obligations for three categories of spending: facilities and equipment grants; research and development; and, operations and maintenance.

OMB CUTS HITTING NASA AIRCRAFT ENERGY EFFICIENCY PROGRAM

The Office of Management and Budget is now proposing that NASA accept a figure of $232 million for aeronautics research funding in fiscal 1983 and a cut of $32 million in the same category for fiscal 1982, resulting in a fiscal 1982 budget of $233 million. The OMB cuts would result in the elimination of the aircraft energy efficiency (ACEE) program designed to produce fuel-saving aircraft for the 1990s, sources

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – DECEMBER UNIT SHIPMENTS

Manufacturer		Dec. 81	Cal. Year	Fisc./ Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	5	58	11
BE-A24R	Sierra	2	23	2
BE-F33A	Bonanza	8	49	15
BE-V35B	Bonanza	3	24	5
BE-A36	Bonanza	25	190	61
BE-A36TC	Bonanza	1	89	3
BE-77	Skipper	4	82	7
• Multi-Engine				
BE-B55	Baron	2	57	10
BE-E55	Baron	0	11	0
BE-58	Baron	14	105	29
BE-58P	Baron	6	68	15
BE-58TC	Baron	0	10	1
BE-B60	Duke	2	25	6
BE-76	Duchess	0	43	3
BE-C90	King Air	6	68	19
BE-E90	King Air	0	3	0
BE-F90	King Air	3	63	12
BE-C99	Commuter	10	16	14
BE-B100	King Air	3	20	5
BE-200	Super King Air	20	198	54
BE-200	Super King Air C	0	37	4
BE-200T	King Air	2	3	2
Total		116	1,242	278
	Manufacturer's Net Billing - $70,144,187 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	2	31	8
	Model B	1	3	2
Total		3	34	10
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	1	29	6
BN-2T	Turbo Islander	1	2	2
Mark III	Trislander	0	2	0
Total		2	33	8
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		35	595	92
CE-A152	Aerobat	2	39	10
CE-172RG	Cutlass	12	271	45
CE-R172	Hawk XP	0	40	3
CE-172	Skyhawk	57	939	175
CE-180	Skywagon	1	31	8
CE-182	Skylane	33	248	73
CE-182	Turbo Skylane	4	46	11
CE-182RG	Skylane	12	85	15
CE-182RG	Turbo Skylane	10	75	16
CE-185	Skywagon	13	156	29
CE-188	AGhusky	5	80	20
CE-188	AGtruck	1	49	7
CE-188	AGwagon	0	8	0
CE-U206	Stationair 6	23	217	50
CE-TU206	Stationair 6	20	234	42
CE-208	Stationair 8	2	39	5
CE-TU208	Stationair 8	0	15	1
CE-210	Centurion	5	101	19
CE-T210	Centurion	19	270	70
CE-TP210	Centurion	9	104	22
• Multi-Engine				
CE-303	Crusader	16	31	31
CE-310		0	12	1
CE-T310		0	15	2
CE-335		0	17	1
CE-340		1	72	7
CE-402		6	117	17
CE-404	Titan	0	41	4
CE-414	Chancellor	5	79	17
CE-421	Golden Eagle	7	100	18
CE-425	Corsair	10	100	29
CE-441	Conquest	5	65	23
CE-500	Citation I	6	67	18
CE-550	Citation II	10	129	32
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		3	76	9
CE-FA152	Aerobat	0	3	0
CE-F172	Skyhawk	1	83	4
CE-FR172	Hawk XP	0	5	0
CE-F182	Reims Skylane	0	11	0
CE-F182	Reims Skylane RG	0	15	0
Total		333	4,680	926
	Manufacturer's Net Billing - $74,972,150			

Manufacturer		Dec. 81	Cal. Year	Fisc./ Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	16	4
AD-My.20	Falcon	2	24	5
AD-My.50	Falcon	3	42	8
Total		6	82	17
EMBRAER				
• Single-Engine				
EMB-200		1	13	3
EMB-201	Ipanema	0	4	0
EMB-710	Carioca (PA-28-235) Dakota	3	9	4
EMB-711	Corisco (PA-28RT-201) Arrow	0	33	1
EMB-712	Tupi (PA-28-181) Archer II	1	11	3
EMB-720	Minuano (PA-32-310) Saratoga	0	12	2
EMB-721	Sertanejo (PA-32R-301) Saratoga SP	1	11	2
• Multi-Engine				
EMB-110		12	57	22
EMB-121	Xingu	0	13	2
EMB-810	Seneca II	3	34	7
EMB-820	Chieftain	1	6	2
Total		22	203	48
ENSTROM				
• Helicopter				
F28F		2	22	4
F-28C-II		0	7	2
280C		0	11	0
280F		1	7	1
Total		3	47	8
	Manufacturer's Net Billing - $351,167 (All domestic deliveries.)			
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro II		0	1	0
Metro IIA		0	16	0
Metro III		9	30	21
Merlin III-C		5	20	9
Merlin III-B		0	7	0
Merlin IV-C		4	11	6
Total		18	85	36
	Manufacturer's Net Billing - $27,921,000 (Foreign breakout: 2 Merlin III-Cs to Australia, 1 to Venezuela; 1 Metro III each to Australia, Belgium, Columbia, Mexico, and the U.K.)			
GATES LEARJET				
• Multi-Engine				
LR-25D		3	25	7
LR-29		0	1	0
LR-35A		12	93	28
LR-36A		0	4	0
LR-55		5	15	9
Total		20	138	44
	Manufacturer's Net Billing - $69,535,000 (Foreign breakout not available.)			
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
AA-5/A	Cheetah	0	34	0
AA-5/B	Tiger	0	87	0
GR-164	Agcat	2	44	4
• Multi-Engine				
G-47	Cougar	0	2	1
GR-1159A	Gulfstream III	5	26	9
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	4	47	10
AE-980		0	33	2
AE-1000		12	22	18
Total		23	295	44
	Manufacturer's Net Billing - $63,901,000 (foreign breakout: 1 Gulfstream, 1 AE-840 and 3 AE-1000s; destinations are not available.)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	5	39	9

Manufacturer		Dec. 81	Cal. Year	Fisc.≠ Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	3	53	10
	Manufacturer's Net Billing - $220,632			
	(Foreign breakout: 1 plane to Martinique.)			
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	5	2
M-5-210C	Lunar Rocket	0	1	0
M-5-210TC	Star Rocket	0	2	0
M-5-235C	Lunar Rocket	0	19	0
M-6-235		3	17	5
Total		4	44	7
	Manufacturer's Net Billing - $157,984			
	(Foreign breakout: 1 Model 180C to New Zealand.)			
MITSUBISHI				
• Multi-Engine				
Solitaire		1	14	4
Marquise		7	29	8
Total		8	43	12
	(Foreign breakout: 1 Marquise to West Germany.)			
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	11	183	35
M-20K	231	16	160	37
Total		27	343	72
	(Foreign breakout: 1 201 Model each to South Africa and Australia; 2 231 Models to South Africa.)			
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	2	69	3
PA-23-235	Pawnee	0	23	0
PA-25-260	Pawnee	0	1	0
PA-28-161	Warrior	20	291	58
PA-28-181	Archer II	16	251	37
PA-28RT-201	Arrow IV	6	48	12
PA-28RT-201T	Arrow IV	10	167	26
PA-28-236	Dakota	5	81	18
PA-32-301	Saratoga	3	84	16
PA-32-301T	Turbo Saratoga	1	33	6
PA-32R-301	Saratoga SP	12	121	27
PA-32R-301T	Turbo Saratoga SP	11	117	29
PA-36-300	Pawnee Brave	0	24	0
PA-36-375	Pawnee Brave	3	44	10
PA-38-112	Tomahawk	10	246	51
• Multi-Engine				
PA-23-250	Aztec	2	30	13
PA-31-310	Navajo	1	30	6
PA-31-325	Navajo C/R	1	35	7
PA-31-350	Chieftain	15	166	43
PA-31T-501TI	Cheyenne I	1	37	1
PA-31T-620	Cheyenne II	1	40	3
PA-31T2-620	Cheyenne II XL	6	35	10
PA-42-720	Cheyenne III	3	46	8
PA-34-200T	Seneca II	1	17	1
PA-34-220T	Seneca III	26	339	75
PA-44-180	Seminole	0	7	0
PA-44-180T	Seminole	3	30	5
PA-60OA	Aerostar	0	16	2
PA-601B	Aerostar	0	2	0
PA-601P	Aerostar	0	9	0
PA-602P	Aerostar	0	54	0
PA-T1020		2	2	2
Total		161	2,495	469
	Manufacturer's Net Billing - $28,743,500			
	(Foreign breakout not available.)			
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	1	37	4
	Manufacturer's Net Billing - $600,000			
	(Domestic delivery.)			
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		1	14	3
Total		1	15	3
SINGLE-ENGINE TOTAL		451	6,572	1,219
MULTI-ENGINE TOTAL		293	3,173	757
HELICOPTER TOTAL		3	47	8
GRAND TOTAL		747	9,792	1,984

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	December			Cal. Year to Date			Fisc. Year to Date		
	1981	1980	1979	1981	1980	1979	1982	1981	1980
Beech	116	103	115	1,242	1,394	1,508	278	331	349
Bellanca	-	0	24	-	102	440	-	5	88
British Aerospace	3	3	5	34	37	26	10	10	9
Britten-Norman	2	6	8	33	39	50	8	14	17
Cessna	333	433	726	4,680	6,405	8,380	926	1,577	2,111
Dassault	6	10	5	82	62	46	17	21	11
Embraer	22(13)	47(8)	53(19)	203(87)	397(110)	412(91)	48(27)	121(28)	183(46)
Enstrom	3	3	0	47	48	46	8	12	0
Fairchild	18	11	9	85	94	70	36	21	22
Gates	20	15	17	138	120	107	44	38	33
Gulfstream	23	29	13	295	167	404	44	71	50
Israel	5	7	4	39	35	31	9	10	8
Lake	3	7	8	53	79	96	10	16	28
Lockheed	-	0	0	-	4	8	-	0	1
Maule	4	3	6	44	60	66	7	10	13
Mitsubishi	8	5	8	43	55	64	12	10	19
Mooney	27	20	36	343	332	439	72	74	103
Piper	161	186	255	2,495	2,954	5,253	469	624	902
Rockwell	1	13	27	37	146	164	4	30	42
Short	1	2	1	15	30	21	3	5	1
Total	747	864	1,286	9,792	12,273	17,310	1,984	2,907	3,853

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
≠Fiscal Year: Oct. 1 through Sept. 30.